

## REMARKS

### Allowable Subject Matter

The Office Action indicated that claims 28-35 are allowed.

### Claim Rejections - 35 U.S.C. § 103

Claims 23-25 and 27 are rejected as being obvious over U.S. patent number 5,729,614 to Puma in view of U.S. patent number 5,068,656 to Sutherland. Claims 25 and 26 are rejected as being obvious in view of the Puma, Sutherland patent and U.S. patent number 5,986,543 to Johnson.

Independent claim 23 is directed to a method of disabling a vehicle when a potential theft occurs. In the method it is determined that the driver is not authorized to operate the vehicle, that the vehicle is deviated from a planned route and the vehicle is disabled. Claim 23 has been amended to make it clear that the vehicle is disabled when it is determined that the driver is not authorized to operate the vehicle **and** it is determined that the vehicle has deviated from the planned route.

Claim 23 is not obvious in view of the Puma and Sutherland patents, because the Puma and Sutherland patents do not disclose or suggest disabling a vehicle when it is determined that the driver is not authorized to operate the vehicle **and** it is determined that the vehicle has deviated from the planned route. The Puma patent discloses a method of disabling a vehicle when it is determined that a driver is not authorized to operate the vehicle. As the Office Action points out, the Puma patent does not mention determining that the vehicle has deviated from a planned route. The Sutherland patent is directed to a system and method for monitoring and reporting out route mileage for long hall trucks. While the Sutherland patent does determine that a vehicle has deviated from a planned route and reports out of route mileage, it provides no suggestion that the vehicle should be shut down when the vehicle deviates from the planned route. Amended claim 23 is not obvious in view of the Puma and Sutherland patents, because there is no showing or suggestion in the Puma and Sutherland patents of disabling a vehicle when it is determined that the driver is not authorized to operate the vehicle **and** it is determined that the vehicle has deviated from the planned route.

Claim 24 depends from claim 23 and further features tracking a location of the vehicle and notifying a central control of the location. Claim 24 is in condition for allowance.

Claim 25 depends from claim 23 and further features taking a picture of the driver. Claim 25 is in condition for allowance.

Claim 26 depends from claim 25 and further features transmitting the picture to a central control. Claim 26 is in condition for allowance.

Claim 27 depends from claim 23 and further recites that disabling comprises deflating a

tire of the vehicle.

If necessary, the Commissioner is hereby authorized in this, concurrent, and future replies, to charge payment or credit any overpayment to Deposit Account No. 23-0630 for any additional fees required under 37 C.F.R. § 1.16 or 1.17; particularly, extension of time fees.

Respectfully submitted,

Date: March 1, 2004

Ken Smith

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## Ken Smith

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**From:** Burö Peter [peter.buro@volvo.com]  
**Sent:** Thursday, March 25, 2004 9:32 AM  
**To:** Ken Smith (E-mail)  
**Cc:** Jennifer Hinton (E-mail); Edbacke Annika  
**Subject:** Our 14386US ; Your 16-069

US application 10/092,318

Please confirm safe receipt of these instructions to Annika Edbacke

Dear Ken,

With reference to your report of January 26, 2004, please file a response before the next due date of April 2, 2004.

Please file an amended claim 23 as per your suggestion, and convince the examiner that he is wrong, i.e. there is nothing to suggest a combination of the documents that he/she cited.

Please be reminded that we also want to continue with claims 1-22!

Best Regards,  
Peter

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